

THE MOTOR CAR OF 1905

By Automobilist

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A RUNABOUT—AUTOCAR, TYPE X

THE MOTOR CAR OF 1905

By AUTOMOBILIST,



FADS have a habit of commercialising themselves into respectable customs. The motor car, while still to some extent a fad, is being rapidly commercialised.

The bicycle was a fad for years, but to-day it is a recognised method of transportation, though still used by certain classes for pleasure only. Its successor, the motor car, will degenerate into the commonplace much less quickly because of its greater cost, because its pleasure is secured with less physical exertion, and because it enables one person to add to the enjoyment of those whom he delights to please.

There is another feature of similarity in these two vehicles. Each machine owes much of its popularity to the fact that it enables the city resident to get out into the country. Only those cooped up in narrow streets and among high buildings, forced to breathe smoke-laden air for many hours a day, know how sweet and wholesome is the balmy country air, and how restful are the cool greens and browns of the rural landscape. In the United States and Great Britain the automobile has greatly increased

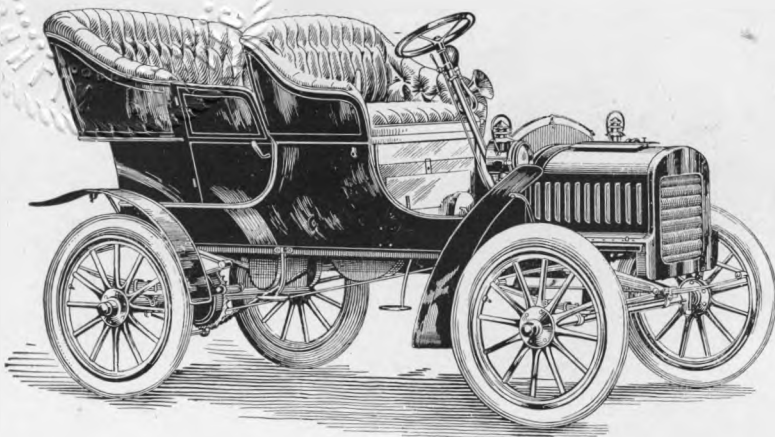
the rush countrywards. The wealthy resident of the large city may go twenty miles from his place of business to his country-house in an hour. Or, if he boasts no country-house, he may spend the summer evenings giving his wife and children pleasant little excursions out through the parks and over the country roads. Saturday afternoon and holiday excursions are also popular.

The form of the motor car bears out this idea. The popular American vehicle of pleasure, where horses are the motive power, is the surrey with its two seats and with or without a



A RUNABOUT—NORTHERN

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A CONVERTIBLE TOURING CAR—THE FORD, MODEL C

cover. The popular motor car is an adaptation of this, with bulging seats, side entrances to the rear portion and with heavier and smaller wheels. The automobile of to-day is coming rapidly to a few types. The earlier vehicles were of a form peculiarly distinct from ordinary vehicles. The influences which made the surrey the popular vehicle have had the same effect on the automobile; hence the result stated. To the casual observer, most automobiles capable of carrying four persons look very much alike. Only the details are strikingly different.

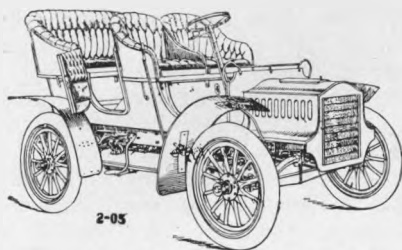
It is but natural that Canada should be behind such countries as the United States, Great Britain and France in the use of automobiles. Not that we are less enterprising, but there is a difference between a small population and a large one, a thickly settled territory and the opposite. The roads in certain parts of Canada are good, but some of them are less than fifty years old. A macadam road requires age to bring it to perfection. Again, the Old Régime in Canada has left traces upon the cities of Quebec and Montreal in the matter of narrow, tortuous streets, which militate against the popularity of the swiftly-moving vehicle.

In Nova Scotia, New Brunswick and British Columbia—the most conservative parts of Canada—the automobile

is just being introduced. Quebec, with a population of 70,000 people, had only four autos in 1904. In Montreal, only 60 licenses were issued last year. In the province of Ontario, where the roads and streets are more suitable, there were four hundred

machines in use in 1904. There were no factories in Canada building gasoline autos, and only one make of electric runabouts.

The year 1905 promises a different condition of affairs. There will be three factories on this side of the border, there will be increased sales of machines of all classes, and more attention will be paid to the sport by all classes. Even business men will be compelled to seriously consider the possibilities of the auto in express, delivery and dray work. The snow and ice which coats our streets for three months in each year will retard this latter development until such time as the cities of Canada learn that all snow must be removed from business streets almost immediately after its arrival. The automobile is destined to change our idea of street cleaning and road building. The "good roads" movement gained much from the bicycle; it will gain even more from the auto.



A SINGLE CYLINDER—THE CADILLAC



THE AUTOMOBILE SHOW, TORONTO

The automobile shows of London, New York, Chicago, and other centres, are the latest development in events which combine both social and business features

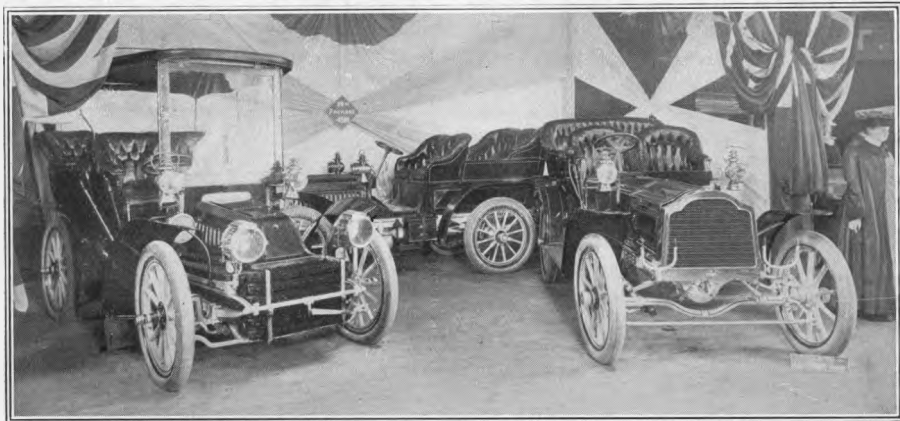
An idea of the variety and the similarity of the different makes may best be exhibited by a description of the leading makes now being offered to Canadian purchasers.

RUNABOUTS.

The runabout or two-passenger car suits people whose means are limited but yet sufficient to justify them in tasting this modern pleasure. It also is suitable for the business or profes-

sional man who prefers such a machine to a horse and trap.

The most modest car in this class is the Pope Tribune, manufactured by the celebrated Pope Manufacturing Co., for years known as the manufacturers of the Columbia Bicycle. This machine has a seven-horse-power engine situated in front and drives through a sliding gear transmission to the rear axle. It has very handsome lines, and sells in Canada for \$650.



THE AUTOMOBILE SHOW, TORONTO



TWO-CYLINDER, TOURING CAR—THE RAMBLER

The Autocar Type X, illustrated here, may be taken as a good type of United States runabout. It is ten horse-power, with two horizontal opposed cylinders in front under the hood. The control is on the left-hand side of the car. It has capacity for nine gallons of gasoline, sufficient for 150 miles.

The Northern Manufacturing Co. of Detroit have a nice runabout. It is a lower-priced machine with a single-cylinder horizontal motor. The engine is under the seat, not forward as in the Autocar.

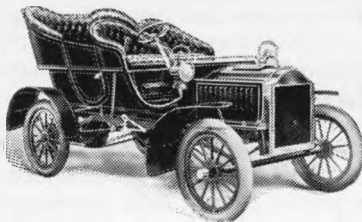
If, however, a purchaser desires to secure a city rig, his choice will perhaps settle upon an electric, of which the best known type is the Ivanhoe, manufactured in Canada by The Canada Cycle & Motor Co. It is of handsome design, has a mileage of about 40 miles on one charge, and thus makes an ideal carriage for physicians' use or for a city runabout.

LIGHT TOURING CARS.

The next class of machines is the light touring car, usually equipped with a tonneau or rear seat which can be removed and so make a runabout to be used for conveyance of two passengers, while the additional rear seat on short notice converts it into a family carriage. This has been a popular style of car in America, and perhaps more of this variety have been sold than of any other one type.

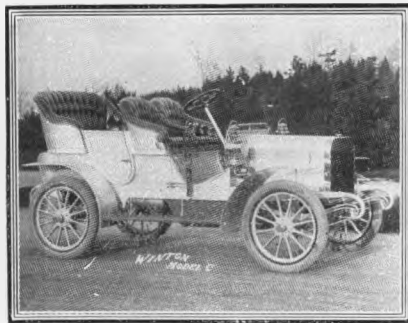
The Cadillac Model F is a well-known, low-priced car of this type. It is a single-cylinder machine, with side entrance tonneau, individual front seats, selling at \$950.00 in Detroit. The Cadillac machines have always been in evidence in Canada.

The Ford is a machine which is made in both Canada and the United States, the Canadian factory being situated at Walkerville. Their Model C, shown here, has a removable tonneau, and is listed at \$1,100. It is a light and simple car which should find favour in this country. It has two cylinders, a maximum speed of 30 miles, weighs 1,250 pounds and is capable of going 180 miles with one filling of the gasoline tank. The engine is placed under the seat.

TWO-CYLINDER TOURING CAR
THE OLDS

There is only one really "Made-in-Canada" touring car in existence, and that is The Russell. It appears for the first time this year. It is a medium-priced auto, capable of seating four persons comfortably. There is a fourteen

horse-power, double-cylindere engine situated under the bonnet in front; a bevel gear drive direct to the rear axle; a gasoline capacity for two hundred miles; a side entrance tonneau, which is detachable; a slide gear transmission with three

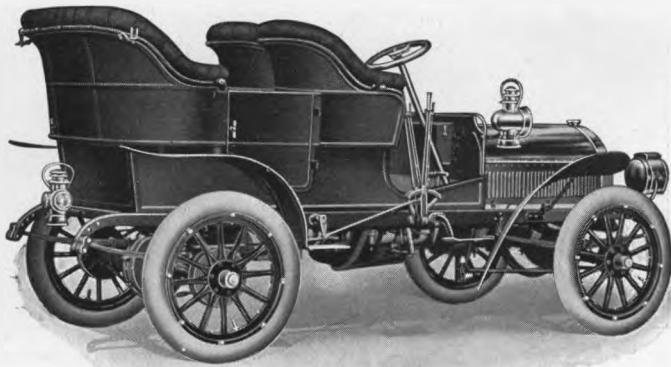
FOUR-CYLINDER TOURING CAR
THE WINTON

speeds forward and one reverse. The control is excellent, and the hang of the body gives a splendid spring. Naturally, Canadians will prefer a Canadian car if it meets their needs, and many will give this careful consideration. The writer has examined a great many cars during the past three years, and while it is not his business

to recommend any make, he is free to say that the machine is a credit to Canadian mechanical skill. If the season's experience shows the quality to be first-class, this car should be very popular in 1906. The model decided upon shows considerable discretion and taste.

The Rambler, made in Kenosha, Wisconsin, is built this year in two models. Their Surrey Type 1, illustrated here, is the smaller car and is driven by a chain to the divided rear axle. The engine has two horizontal opposed cylinders hung below the frame of the machine. A long upright lever at the side regulates the clutches and the throttle is controlled by a light bronze wheel just under the steering wheel, to which is also attached the fuel regulating lever. This machine is eminently suited to the Canadian market.

The Olds are this year being made



A LIGHT FOUR-CYLINDER CAR—THE STEVENS-DURYEA

at St. Catharines for the Canadian trade. About 500 machines will be put together there. Their United States factory is one of the largest in that country, and Canada should be materially benefited by the entrance of so energetic an institution into the ranks of Canadian industries. The Olds, twenty horse-power touring car, a cut of which is shown, is an entirely new production. It is a double-cylinder machine with wheel steering gear, with surrey type of body and side entrance to tonneau. It has a seating capacity for five people. The gasolene capacity is fifteen gallons.

LIGHT FOUR-CYLINDER CARS

Heretofore the term four-cylinder as applied to automobiles meant large, heavy cars and high prices. The year 1905 has been marked by the advent into the market of an entirely new class of cars, viz., the light four-cylinder car, selling at from \$2,000 to \$3,000. These cars, of course, give a greater range of speed and power than the cars referred to in the preceding section. Their construction also tends to eliminate noise and vibration, and otherwise to make comfort and elegance



A FOUR-CYLINDER TOURING CAR—THE ROYAL TOURIST



A ROW OF PACKARDS, OWNED BY MEMBERS OF THE T. EATON CO.

in automobiling. Unquestionably cars of this design will be ready sellers during the coming season.

The Winton model "C" is one type of this car which perhaps will be sold at a lower price in Canada than any other well-known four-cylinder car. Its general construction is referred to again.

The Autocar is another popular car in this class. The makers of this car have already been known favourably in Canada in connection with the marketing of their runabout and two-cylinder cars. Their new four-cylinder car, cut of which is shown, is one of the most handsomely designed cars on the market, and the exposed chassis shown at New York and Chicago was one of the attractions of these exhibitions. The features of accessibility so noticeable in their runabout car are to the fore in this new model.

The Ford four-cylinder car is also a new comer this year with a 20 horsepower, four-cylinder engine under the

bonnet in front, with a long wheel base and excellent spring suspension. It is going to prove one of the most popular cars of the year. It sells in Canada at \$2,700.

The Stevens-Duryea is a name that has been synonymous with high grade construction in runabout cars this year. They offer a four-cylinder car with side entrance tonneau of special merit. Every attention has been paid to the reduction of weight. For this purpose the body is constructed of aluminum, and every possible ounce of weight has been removed throughout the frame.

The Darracq car will also be offered in the Canadian market this year in this light four-cylinder class. It is one of the well-known makes of French cars, and its sale in Canada this year marks the widening interest in automobiles in general. In 1904, the Darracq carried off first place at no less than sixteen of the large meets in France, Italy, Germany, Austria, England and the United States.

"TOP NOTCHERS"

There still remains the class of car which is purchased by the man who wants to get all that is given in automobile construction regardless of the cost. All of these machines are uniform in construction to the extent of employing four-cylinder vertical engines situated under the bonnet



FOUR-CYLINDER TOURING CAR—THE DARRACQ



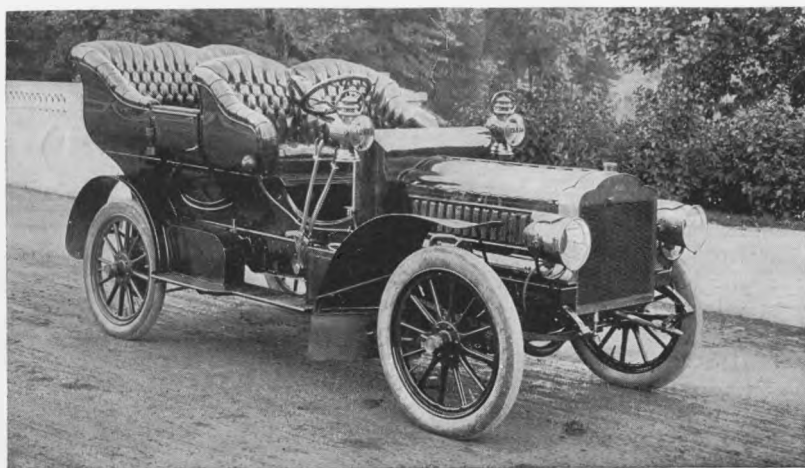
A LIGHT FOUR-CYLINDER CAR—THE AUTOCAR, 20 H.P.

in front. All of them are constructed with long wheel base, thus enabling them to accommodate themselves to our imperfect roads. Nearly all of them use the sliding gear transmission, giving three speeds forward and a reverse. Some of them have as many as four speeds. Some of the best of these cars are already well known to the Canadian public. The Peerless car, manufactured in Cleveland, became famous here last year through the phenomenal driving of Barney Oldfield. On this car all the track records from one to fifty miles were won during the past season.

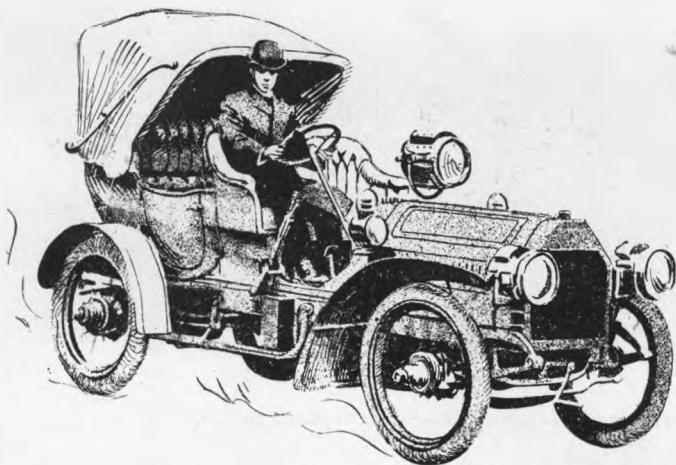
The Thomas car, made in Buffalo by a manufacturer well known in Ca-

nada through the manufacture of the Cleveland bicycle in its early days, Mr. E. R. Thomas, is now well to the front. This machine appears in two models—one with 40 horse-power, and the other with 50 horse-power. One of the features of this car is the design of body on which the manufacturer holds a patent on account of its utility in turning the dust from the wheels backward in such a way as to remove it from the passengers.

The Pope Toledo car achieved its fame last year through the record it made in the various hill-climbing contests which were held under the auspices of the different automobile associations. This year the car was ex-



A FOUR-CYLINDER TOURING CAR—THE THOMAS



A FOUR-CYLINDER TOURING CAR—THE PEERLESS

hibited at the great Paris show, and is the only American touring car which has really begun to do business in Europe in competition with their own manufacture there.

The Packard four-cylinder car which is shown in this article has become so popular during the present season that already customers are offering from \$300 to \$500 premium in order to secure delivery of one of these cars. The Packard was subjected to a severe test last October. It was driven around a mile track a thousand times without stopping the motor. The time made, exclusive of stops, was a little less than thirty hours, or an average speed of $33\frac{1}{3}$ miles. The drive is by bevel gearing instead of chain. The spark and throttle levers are both on the steering post. The price in the United States is \$3,500.

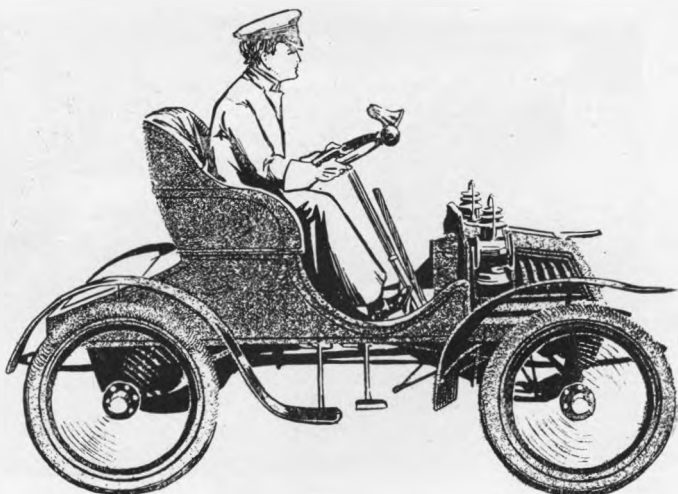
The Winton is another car which has attracted Cana-

dians. The four-cylindrical vertical engine is in front, and the steering gear and body are much the same as in all high-priced cars. In accessibility, like other good cars, it shows considerable improvement over last year. The crank and gear cases have easily removed lids or sides, and all the working parts can be reached without

difficulty. The pictures of chaffeurs, lying stretched out under their cars looking for complications, have apparently induced the makers of good cars to prevent such discouraging and uninviting scenes. One pedal and two levers control all transmission clutches and brakes—a sign of the striving after simplicity.

COMMERCIAL CARS.

The Oldsmobile manufactures Commercial Cars. Their light delivery car at \$1,000 is suitable for florists, show dealers and other light work. Their

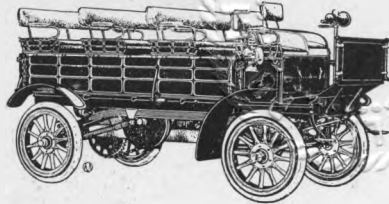


THE LOWEST-PRICED RUNABOUT—THE POPE TRIBUNE

heavy delivery car at \$2,000 is capable of handling a ton, the engine developing sixteen horse-power. They also have a ten-passenger coach which is suitable for omnibus and stage coach service.

Only one commercial car is shown here, the Knox made at Springfield. Their No. 51 has a capacity for fourteen persons with a maximum speed of eighteen miles. They also manufac-

ture delivery waggons and trucks of various kinds.



KNOX—COMMERCIAL CAR

SUNLIGHT

BY VERNON NOTT

KNOW ye the calling of the sunlight—
 Lawn or meadow, woods and brooks?
 What are critics, what is art, compared with sunlight—
 What are libraries of books?
 To a mortal in a mortal world there's one light,
 Only one light
 Clean and pleasant,
 Free to millionaire or peasant:
 And it's pleading, pleading, pleading, is the sunlight.
 In the shadow 'neath the trees
 And the cawing of the rooks,
 In the whisper of the breeze
 Thro' the leafy woodland nooks—
 It is calling, calling, calling all who shun light,
 To the blessing God has given,
 Forth from manuscripts and books—
 In His world from darkness riven,
 You and me and everyone—
 To the cleansing and the healing and the glory of the sun!
 Heed ye the calling of the sunlight,
 Summer, autumn, winter, spring!
 What is money, what is fame, compared with sunlight,
 But a very little thing?
 El Dorado hath no treasure like this one light!
 God's own sunlight,
 Clean and healthy,
 Holding life for poor and wealthy:
 And its calling, calling you that seek to shun light
 From your ledgers, ink and pens
 To the joy of song and wing,
 From your dingy, healthless dens
 To the life the sunrays bring—
 Will ye disregard the pleading of the sunlight?
 See ye not, in mental squalor
 Wrapt in purblind clamouring,
 While ye breed the worshipp'd dollar,
 Woe is to you, everyone.
 For ye lose the priceless glory—all the glory of the sun!



"Quick, the knife," he gasped.—p. 541

Drawn by F. H. Bridgen

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